

IN THE SPECIFICATION:

Please replace paragraph [0002] as follows:

A1 [0002] A mechanical relay has been heretofore mainly used for the ON/OFF control of a power supply voltage supplied to an on-vehicle electrical component. That is, as shown in Fig. 6, a mechanical relay 101 has a relay coil 102, and relay contacts 103. One terminal T1 of the relay coil 102 is connected to a +B terminal of a battery power supply through a switch 104 while the other terminal T2 of the relay coil 102 is grounded. A terminal T3 of corresponding one of the relay contacts 103 is connected to the one terminal T1 of the relay coil 102 while a terminal T4 of the other of the relay contacts 103 is connected to one end of a load L 105 which has its other end grounded. In this relay circuit, when the power supply side switch 104 is turned on, the relay contacts 103 are closed to drive the load 105.

Please replace paragraph [0003] as follows:

A2 [0003] There is another case where, as shown in Fig. 7, the one terminal T1 of the relay coil 102 is connected to the +B terminal of the battery power supply while the other terminal T2 of the relay coil 102 is grounded through a switch 106. Incidentally, the connection of the terminals T3 and T4 of the relay contacts 103 is the same as shown in Fig. 6. In this relay circuit, when the ground side switch 106 is turned on, the relay contacts 103 are closed to drive the load 105.

[Please replace paragraph [0004] as follows:]

[0004] There is a further case where, as shown in Fig. 8, the one terminal T1 of the relay coil 102 is connected to the +B terminal of the battery power supply through a switch 107 while the other terminal T2 of the relay coil 102 is grounded through a switch 108. Also in this case, the connection of the terminals T3 and T4 of the relay contacts 103 is the same as shown in Fig. 6. In this relay circuit, when the power supply side switch 107 and the ground side switch 108 are turned on simultaneously, the relay contacts 103 are closed to drive the